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[a196] THE MANAGER.

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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

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The Daily Press.

HONGKONG, OCTOBER 28TH 1909.

In view of the statement made by H. E. the GOVERNOR in his Budget speech that the receipts from a half-year's working of the Kowloon-Canton railway (British section) had been estimated at \$20,000, it is interesting to learn what are the actual traffic receipts of other lines in the Canton district, and in order to draw comparisons we avail ourselves of the statistical information furnished by the Commissioner of the Chinese Imperial Customs at Canton in his Report for 1908, which has just reached us. The British section of the Kowloon-Canton railway will be twenty-two miles in length, while the Canton-Samshui line is thirty miles. This line in 1908 carried 3,052,920 passengers and the gross earnings from all sources amounted to \$582,005, of which sum passengers contributed \$568,745, or a decrease of \$10,993 as compared with the 1907 figures, due, the Commissioner says, to floods and typhoon, failure of rice crop, shortage in the first silk crop, the national mourning and the generally depressed state of local business. Twenty thousand dollars as a half-year's receipts from the Kowloon line seems a very low estimate, but it has, of course, to be borne in mind that the territory through which this section passes is sparsely populated and that until it is connected up with the Canton section its chances of obtaining remunerative traffic are exceedingly small. It is probable that, contrary to the experience of the Fatsan-

Samshui line, it will draw as large a proportion of its receipts from freight as from passengers, but its earnings from either source are unlikely to be large until the connection is made. A careful estimate, the Commissioner says, on the authority of the Engineer-in-Chief, anticipates the opening of traffic of a 30-mile section (that is to say, a third) of the Chinese section, from Canton outwards in March, 1910, and a through connection with Kowloon in or about July, 1911. The Commissioner mentions that the route adopted offers every prospect of considerable traffic. It is pointed out that from Canton to Sheklung there are many large villages, and that the railway will provide ready access to the Hongkong and Canton markets for the products of these richly cultivated and prosperous districts. Sheklung itself, he says, from its commanding position on the East River, is destined to be the principal distributing centre for the district. To the south of Sheklung onwards to Samchun, a direct route has been obtained through a fine country with much arable land and prospects of rapid development. Pineapples and vegetables are produced in large quantities in the district. We can only hope that this is all to the good of the railway, but experience in China has shown that the development of the freight-carrying capacity of railways is extremely slow. It is the experience of the section of the trunk line of the Canton Hankow line already opened, as well as of the branch line from Canton to Samshui. But there is some reason for hoping that the Canton-Kowloon railway will prove an exception to what appears to be a general rule in China, for the line for three-quarters of its length follows a route well away from the coast line and, therefore, for the transport of the local produce intended for the Hongkong and Canton markets the railway ought to appeal strongly to the farmers. If pending the opening of through traffic the British section of the line has to depend on passenger traffic alone for its receipts, then \$20,000 for a period of six months will not strike the reader as an under-estimate when he learns that on the forty-five English miles of the grand trunk line of the Yuh-Han Railway the earnings for twelve months did not amount to more than \$167,202, though over a million passengers were carried.

The German Mail of the 25th September was delivered in London on the 25th inst.

A fine of \$7,000 was imposed by a Singapore Magistrate the other day on a Chinese for having been in possession of illicit chander.

The steam launch *Hot Ling* ran down a cargo boat near Bank wharf early yesterday morning. The crew of the native craft were rescued.

The Hon. Mr. Rees Davies, K.C., yesterday took the oath of office as acting Chief Justice before H.E. the Governor. Mr. F. A. Hazeland will act as Attorney General and Mr. Hallifax will take the place vacated by Mr. Hazeland at the Magistracy.

It is interesting to learn from the Manila newspapers that Macao has been visited by a destructive typhoon, as the result of which the "Praja Grande" was destroyed and the inner harbour ruined. We wouldn't have known of it had it not been for the veracious correspondents of the Manila journals.

Thirty Chinese, twenty-nine men and a woman, were charged before Mr. J. R. Wood at the Magistracy yesterday with gambling at 37, Queen's Road Central. The men were fined \$3 each, but the woman, who said she went to look for her husband who had pawned her jacket, was discharged.

Mr. J. R. Wood presided alone at the Magistracy yesterday; Mr. F. A. Hazeland going to the Supreme Court to take over the duties of Attorney-General. The Hon. Mr. W. Rees Davies, K.C., will act as Chief Justice during the absence of Sir Francis Pigott, and Mr. E. R. Hallifax on his return to the Colony will preside as a Magistrate.

On Monday a Chinese painter, while painting the iron bars of a window at No. 1, St. John's Place, fell to the ground, a distance of 20 feet. The fall was occasioned through the loosening of a bar by which the workman was supporting himself. He was picked up and removed to his home, and after lingering for two days died of cerebral concussion.

This evening at the Union Church Literary Club, Kennedy Road, prepared speeches on various subjects will be delivered by Messrs. P. H. Holyoak, E. E. Aucter, and E. Gaster, to be followed by a discussion, during which coffee and fruit will be served. All members are requested to attend. The chair will be taken at 9 p.m. sharp by Mr. F. Browne.

It was authoritatively stated in Paris three weeks ago that the Colonial Ministry has instructed the Governor-General of Indo-China to take all possible steps to stop piracy and brigandage in that territory. It is felt that, in view of the serious French losses in recent skirmishes in the Tongkong region, that the time has come to put an end to a situation which is rapidly becoming intolerable.

Attention is directed to the bazaar and fancy fete to be held on Saturday afternoon under the auspices of the Children's Ministering League. There will be a variety entertainment and the performance of a play entitled "A Pair of Lovers."

Padang, a West Sumatran port well known in the commercial world for its coffee exports, stands in the enviable position of having had no failures among its traders, European, Chinese, and native for years, so says a Batavia paper. Trade rests there on such solid foundations that several firms have had to move into new offices to meet the increase of business. The old offices are taken up for trading purposes the moment they are vacated.

The South British Insurance Company, Limited, have had a successful year's business in 1908. The report and balance sheet presented to the meeting of shareholders on October 14th shows that the net revenue amounted to £341,053-16-11, which after making full provision for losses outstanding leaves a surplus of £59,625-5-10. A dividend of 1/6 per share for the half-year ended 31st August, making the total distribution for the year 3/ per share, was recommended. Mr. S. G. Nevill is the local manager.

We have received from the Managing Committee of the Edinburgh Parsi Union a copy of the "In Memoriam" to Dr. Laloo, an exquisitely printed booklet forming a record of the Doctor's brave deed in trying to save the life of Sir Canon Wylie. The entire profit from the sale of the book will be devoted to perpetuate the memory of the brave Doctor in a suitable form. The price of the book is one shilling (12 annas) net, and it can be had from the Edinburgh Parsi Union, Brooch House, 38 Chalmers Street, Edinburgh; or from Messrs. D. B. Tappin & Sons, booksellers and publishers, Fort, Bombay.

At the last meeting of the Kungshu (Amoy) Municipal Council the Captain-Superintendent of Police reported the steps that have been taken to prevent the spread of hydrophobia within the Settlement. All dogs, whether owned by foreigners or Chinese, are, under further notice, to be kept tied up and under control. If allowed out they must wear muzzles, even if they are being led on chains, &c. Muzzles have been ordered and will be supplied at cost price by the Council on application. This order came into force on the 29th September, when the Council invited, by "Express," the earnest co-operation of both Foreign and Chinese residents in the Settlement in their endeavours to stamp out rabies. Instructions were also given that any dogs found without muzzles after the 29th September were to be destroyed. The muzzles arrived on the 4th October, and have since been issued to owners of dogs on application.

The five Australian cricketers, Messrs. M. A. Noble, F. Laver, W. W. Armstrong, A. Coffer, and A. J. Hopkins, who will visit Singapore on their way home, and will play there during their stay, will arrive from Colombo by the P. and O. *Assaye* on Friday, November 5. No definite arrangements have yet been made with regard to teams or matches, as much depends upon the views of the Australian visitors, but it would seem possible that a match might be begun the day after their arrival, Saturday, and continued on the Monday or the following day, Tuesday, November 7, which is a public holiday. Efforts have been made to get together the best local teams available, and it is hoped that some men will come down from the States, with whose various clubs correspondence has taken place. It is understood, says the *Straits Times*, that one well-known player from Bangkok will be available. These matches should afford excellent preparation for the Hongkong tour. The Straits team sails for Hongkong on or about November 12.

Next Sunday being the last day of the month consecrated to the Blessed Rosary of the Holy Virgin Mary, a Solemn High Mass will be held at the Cathedral of the Immaculate Conception at 8 o'clock in the morning, the Rev. Fr. Gabardi, the Rector of the Cathedral, officiating assisted by a deacon and sub-deacon. After the singing of the Gospel, the Rev. Fr. A. M. Moraes Sarmiento, the Secretary to His Lordship the Bishop of Macao, will preach in Portuguese. The Sanctuary Choir will be fully occupied by the Clergy of the different missions and the Seminarians. In the evening at 5 o'clock there will be recitation of the Rosary, followed immediately by the procession of the Blessed Lady of Rosary, accompanied by the band of the "Philharmonica," round the spacious compound of the Cathedral. After the singing of the Laudeo Libany by the Choir, the Rev. Fr. William Arkwright, S.J., professor of the St. Joseph's College of Macao, will preach in English, and the festivities will conclude with the benediction of the Holy Sacrament. We are informed that the processional march to be played during the procession, entitled "Regina Sacratissimi Rosarii," was expressly composed for the occasion by Mr. Costa, the bandmaster of the "Philharmonica."

## LATEST STEAMER MOVEMENTS

The C.N. Co.'s str. *Tanning* left Manila on the 25th inst., and is due here to-morrow. The Indo-China str. *Kunming* left Calcutta for this port via the Straits on the 25th inst., and may be expected here on or about the 11th prox. The M.M. str. *Ernest Simons* left Suez on the 26th inst., making a delay of eleven days, before arrival at this port. The ship has most probably been transferred to the East steamer following. The C.P.R. str. *Empress of Japan* left Yokohama on the 26th inst., at noon, for Victoria and Vancouver, B.C. The P. and O. str. *Odyssey* is expected to arrive at Colombo on the 4th prox. 4 p.m.

## TELEGRAMS.

[Protected by the Telegraphs Messages Copyright Ordinance, 1884.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE AUSTRIAN BUDGET.

LONDON, October 26th.

The Austrian Budget just presented to the Reichsrath shows an estimated deficit of £1,681,709. It foreshadows numerous taxes.

## THE GROWTH OF MILLITARISM.

LONDON, October 26th.

It is announced that the Austro-Hungarian Government require an additional £10,280,000 for military and naval purposes, which it is proposed to raise by loans.

## THE TSAR.

LONDON, October 26th.

The Tsar is returning to Russia by the same route which he travelled to Italy.

## EXPLOSION ON A BRITISH WARSHIP.

LONDON, October 27th.

An explosion occurred in the stokehold of H.M.S. "Hogue" now under repair at Devonport. Eight persons were injured, two seriously.

## THE LATE PRINCE ITO.

LONDON, October 27th.

The newspapers generally publish articles on the tragedy at Harbin, and express sympathy with Japan.

Prince Ito's son has arrived at Genoa, and the sad news was communicated to him.

## THE STRANDED "RAGNAR."

The Danish tug *Protector* returned to the Colony yesterday after a visit to the scene of the wreck of the Norwegian steamer *Ragnar* on Paillo Island. On Monday morning those on board the *Protector* took observations of the stranded steamer and came to the conclusion that they could reach her, but before starting operations they decided to have tiffin. During the meal, however, the *Ragnar* was lifted by a heavy swell, and foundered before the *Protector* had an opportunity of putting into operation the scheme for refloating her.

So far, Mr. Eitzen, the Norwegian Consul, has received no word of the missing engineers but hopes that they were picked up by the *Prometheus* or some other passing steamer, and that he will receive news of their safety from Bangkok.

## NEW CHINESE RAILWAY.

THE PEKING-KALGAN LINE.

With great ceremony and lavish hospitality, in the presence of Prince Su, and the Mongol Princes and foreign guests, a luncheon of 2,000 covers celebrated on the 1st inst. the opening of the Peking-Kalgan Railway, which has been under construction since October, 1905. Natural pride, the *Times* correspondent reports, is manifested at the fact that this is a purely Chinese undertaking, the chief engineer of which, Jeme Tienyow, a member of the Institute of Civil Engineers, and every employee are Chinese; but the rails and rolling stock are foreign. It has been paid for from the earnings of the Northern Railway, without foreign financial assistance. The line, the length of which is 122 miles, joins Peking with the important trade mart of Kalgan, passing the Nanhai Pass by four tunnels, the longest, under the Great Wall, being 3,580 ft. It taps extensive coalfields, and is well and economically laid. Already the traffic is astonishing and will add to the wealth of the province and increase the earnings of the Northern Railway.

The construction of the line has given training and experience to a body of young Chinese engineers, who will find ready employment in the future. The line will now be continued westwards through postulant country to Kwei-ha-cheng and the Yellow River, a distance of 275 miles, the route for which was surveyed last year. This line will also be paid for from the earnings of the Northern Railway.

It is much to be desired that the hoarded millions in the Palace could be devoted to similar enterprises, for, owing to the small appropriation, the present rate of Chinese railway construction is regrettably slow.

Sir J. N. Jordan, replying on behalf of the Foreigners present, dwelt upon the importance of the occasion, which he considered an epoch-making one in the history not only of China but of the world. He paid a tribute to the skill of Jeme Tienyow, a Cantonese educated in America, and to the enlightened management of the Minister of Communications.

## FRENCH NAVAL ROMANCE.

It has been the custom of the French naval authorities, for several years, to send a certain number of young officers to study foreign languages. This custom has had at least one romantic sequel, for the engagement is now announced of Ensign Rouvier, son of Rear-Admiral Rouvier and nephew of Surgeon-General Rouvier, who was sent to Japan, to Mlle. Ito, daughter of the victor of the Yalu. The wedding is to take place shortly in Tokyo, and a Paris correspondent states that a vessel from the French Far Eastern squadron will be present to mark the occasion.

## SUPREME COURT.

Wednesday, October 27th.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. Gompertz.

(PUANE JUDGE).

## CAPTAIN'S ALLEGED WRONGFUL DISMISSAL.

The action was continued in which Captain W. Cooper, lately master of the s.s. *Tak Hing*, sued the Sze Yap S.S. Co., Hongkong, for \$858.33, for wrongful dismissal on September 15th, 1909, \$750 being three months' wages in lieu of notice. Mr. Reader Harris (from the office of Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. P. S. Dixon (from the office of Mr. R. Harding) appeared for the defendant.

Plaintiff, who was recalled, stated that the longest time he had ever taken to come in to the wharf on a Sunday was 30 minutes. On that occasion he could only work one engine. He explained the decrease of passengers since he was captain by stating that the company had put another and larger steamer on the run.

Cross-examined He did not know that it was a question of being quick or slow in coming to the wharf. He was always careful of the ship.

A. J. Lindberg, second engineer of the *Paul Deau*, said he was formerly engineer on the *Tak Hing*. The longest time the *Tak Hing* took to come alongside the wharf was about an hour and ten minutes.

Why did she take so long?—The ship is only ginger bread. She is pretty well done for. Everybody down the waterfront knows her. She has either a list on one side or the other and requires a good deal of handling.

Do you remember the two occasions on which Captain Cooper took over an hour to moor her?—Yes.

When were they?—One was the morning on which he got the sack.

He was discharged before that?—No.

John Acock, chief officer of the *Tai On*, said it was not true that on one occasion the *Tak Hing* took three hours to moor. The longest he knew of, while Captain Cooper was in command, was thirty-five minutes.

Thomas McCartney, chief engineer on the *Tai On*, said the longest time he had known the *Tak Hing* take to moor was twenty minutes, but he did not always see her.

The hearing was again adjourned until Monday.

## STRIKE OF SHIP PAINTERS.

INCREASED PAY DEMANDED.

After unsuccessful applications for an increase of pay by fifteen cents a day the ship painters of the Colony have gone on strike. On Saturday morning Chief Detective-Inspector Hanson was called to the office of the Registrar-General, where a deputation headed by Hon. Dr. Ho Kai and Hon. Mr. Wei Yai, and consisting of employers and employees, assembled to discuss the matter. In consequence of what transpired at this meeting a painter named Mok Kan was arrested, and charged before Mr. J. R. Wood at the Magistracy yesterday with hindering two apprentices from pursuing their lawful calling by using threats of violence.

The master of the *Shung Hing* painters shop of 29, Coleman's Bazaar, told the Court that on the early morning of Saturday the defendant stood at the entrance to Coleman Street with a pencil and paper, and noted down the names of the two apprentices. He then said, "If you have heroism you won't go to work."

His Worship—Is that sufficient for a charge? Inspector Hanson—The difficulty is that these two apprentices will not come forward. As usual in these strikes, they are afraid of the consequences. I don't think this man has stated all he knows.

Witness told the Court that defendant also said, "If you do the work to-morrow you cannot enter the guild."

His Worship—If that is all the evidence, Mr. Hanson, I shall discharge the defendant.

Inspector Hanson—Will your Worship ask the witness whether the strike is still on, and how long it has been on?

His Worship (to witness)—Is the strike going on?—There is nobody at work now.

When did the strike start?—On Saturday.

Have the two apprentices joined in the movement?—No.

Are they still working?—They are.

Inspector Hanson stated that he had acted in this matter entirely under the Registrar-General. The strike was still on, and he believed the parties had been given till Wednesday to come to an understanding. He did not know what steps had been taken, but a further meeting was to be held at the Registrar-General's office.

His Worship—I must have further evidence that the defendant has threatened violence. All he said was that if the apprentices continued work they would be struck out of the guild. That is not a threat of violence.

Inspector Hanson—I leave the matter in your Worship's hands.

His Worship—I cannot do anything on that evidence. The defendant is discharged.

In connection with this strike a representative of the *Daily Press* interviewed the Hon. Mr. A. W. Brewin, Registrar-General, yesterday. He was informed that shipowners had been approached by the contractors employing the painters, but that the owners were not agreeable to increase the contract price to enable the employers to meet the demands of the workmen. The employers, however, appear to be in no hurry to end the strike as, in consequence of business being slack, they are not seriously handicapped. Again, they appear to be confident that the strike will not be general, and incline to the belief that if the disaffected painters decline to return to work, others will be found to carry on in their stead.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

October 25th.

## CIAN FIGHT.

A very serious clan fight took place lately between the inhabitants of Sam Sing Tong and Pak Tong Villages. The trouble arose over some trivial matter connected with the visit of a theatrical troupe. On Thursday the fighting was carried on all day and the strife was renewed on Friday. The fighting took place in the fields near the villages and resembled a pitched battle. Many persons were seriously injured before the officials restored order. It is said that the trouble is likely to break out again in the near future. That such events can take place within a dozen miles of the provincial capital speaks volumes for the rottenness and powerlessness of the local Government.

## ECHOES OF THE GREAT STORM.

The recent storm caused considerable damage to the sandy shore near the Shek Wai Tong Railway Station. It is said that the landing place from the ferry has been rendered unsafe and that much money will have to be expended before things are put into order again. The storm also broke the railway line at a place called Wa Tung, while at Ying Tsai the line was flooded to such an extent that the trains could not run. Workmen are busily engaged in repairing the damage.

The awful rice dealers of Fatsan are taking advantage of the recent typhoon to raise the price of rice. As the least rise in this commodity falls very hard on the poorest section of the community much distress is being felt. It is said that the storm did very little damage to the fields in this district and that the dealers have only raised the price for their own selfish profit.

## POLICE MATTERS.

The Director and the Provincial Military Bureau have prepared a scheme for the strengthening of the police force and the Viceroy has given it his official sanction. An officer has been sent to the North to investigate certain matters connected with the police system and on the completion of his mission he will return to Canton. A day or two ago certain Yamen runners under the charge of a petty officer and the Nam Ho district made an excursion in search of private opium smokers. A man named Chung Wah was shot and much excitement was thereby caused. At the trial which was held afterwards the petty officer was dismissed the service.

## THE DYNAMITE SCARES.

In reference to the numerous finds of dynamite which have recently engrossed public attention, it is stated that detectives have been told off to keep a watch on the storehouses of the city and district and to ascertain, if possible, whether the deadly stuff is being manufactured in the country or being imported from abroad. If the latter is the case the detectives have been commanded to pay particular attention to trade-marks on the packages so that some trace of its origin may be discovered.

## HOW CRIMINALS ESCAPE PUNISHMENT.

Some indignation is being felt at the result of the trial of a certain official who, for a certain grave offence was brought up many times for trial before the last Viceroy. The man was sentenced to be decapitated, but as a result of the petitions of various powerful friends the sentence was never carried out. The offender happened to belong to the same province as the late Provincial Treasurer and the latter created his utmost influence to defeat the law. It was held that the man's crime was committed before the accession of the late Emperor, and that therefore he was one whom the general pardon granted on the accession of the present monarch might benefit. He is soon to be set at liberty.

## FURTHER BAD WEATHER.

As this is being posted (Tuesday morning) the rain is coming down in torrents, as it has done since 4 p.m. yesterday. During the night the wind has been very high and there is every sign that a great storm has occurred somewhere near.

## THE COTTON TRADE.

The Committee of the International Federation of Master Cotton-spinners and Manufacturers' Associations met at Frankfurt-on-Main on the 5th inst., to consider the grave crisis which had arisen in the cotton trade, not only in Europe, but in America. Reports were presented by members of the committee from England, France, Germany, Austria, Italy, Switzerland, Belgium, Holland, Russia and Spain on the condition of the trade and the extent of the short-time movement.

After full deliberation on the information that secured the committee considered a message which had been received from the producers of the Arkwright Club, Boston, the recognized organization of cotton-spinners in America, to the effect that America is desirous of co-operating in the short-time movement as it co-operated successfully in 1908-9. It was decided to send the following message by cable to Mr. Parsons, president of the Arkwright Club, Boston:—

The International Cotton Committee, meeting in Frankfurt, expresses great satisfaction with the steps taken by the Arkwright Club regarding the curtailment of production in American mills. Reports from the countries affiliated to the International Cotton Federation are to the effect that short-time working has been practically unanimous, and in view of the present position of trade will be continued on a large scale. Macara, President.

## THE WORLD'S SUPPLY OF COTTON.

Statistics showing the consumption of cotton during the year ended August 31 last, and the stocks of cotton in spinners' hands on that date have been issued by the International Federation of Master Cotton Spinners and Manufacturers, whose headquarters are at Manchester. The actual number of spindles in spinners' hands in the 20 countries from which returns have been secured is 3,183,392. This is the largest quantity recorded, except in 1907, since the returns were first compiled in 1905. In 1908 the balance was 2,728,045; in 1907, 3,344,410; in 1906, 1,210,610; and in 1905, 955,237. American spinners this year had in their possession 908,000 bales, as against 596,000 last year. Russia came next with 545,644 bales; Germany had 333,669; Great Britain 331,741; and Japan 325,259. The only other country with above 200,000 bales is India.







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only applied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 8th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED

AN AMAH to accompany a Lady and 2 Children to London.

Apply to—

"A."

Care of "Daily Press" Office, Hongkong, 28th October, 1909. [1332]

From EUROPE.

## THE H.A.L. Steamship

"SILVIA."

Captain Porcelius, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd November will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd November, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 27th October, 1909. [1351]

## NOTICE TO CONSIGNEES

## THE P. &amp; O. S. N. Co's Steamer

"POONA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 2nd Nov., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 27th October, 1909. [1]

## FOR SALE

DERINGTON, PEAK ROAD No. 8.

For Particulars apply to—

C. SCHROTER, King's Buildings, 11th, Hongkong, 1st September, 1909. [1140]

## FOR SALE

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO., 3, Duddell Street. [50]

## TRY OUR

CORNER BEEF

AND

CORNER PORK

THE

DAIRY FARM CO., LTD.

## PUBLIC COMPANIES

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 65, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subordinated resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions—

RESOLUTIONS.

That the Articles of Association be altered in manner following:—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI HING, General Manager, Dated the 15th day of October, 1909. [1316]

## INSURANCES

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908, £1,912,310.

I. Authorised Capital £2,000,000

Subscribed Capital £1,750,000

Paid-up Capital £1,250,000

II. Fire Funds £1,250,000

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 14th August, 1909. [908]

## J. B. LEE &amp; CO.

P. O. Box 384, Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought.

Hongkong, 8th October, 1909. [1295]

DAVID CORSAI & SON'S

MERCHANT NAVY BOILED LONG FLAX

RELLING-GROWN TARPAILING

ARNOLD, KARBURG & CO., Sole Agents, 1674.

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongery, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

## ASAHI BEER

BEER

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TO BE OBTAINED FROM ALL WINE DEALERS

SOLE AGENTS: MITSUI BUSSAN KAISHA. [1128]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length ... 722 feet

Length on Blocks ... 714 "

Width of Entrance on Bottom ... 964 "

Width of Entrance on Top ... 884 "

Water on Blocks at Spring Tide ... 34 1/2 "

DOCK NO. 1.

Extreme Length ... 523 feet

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 62 "

DOCK NO. 2.

Extreme Length ... 371 feet

Length on Blocks ... 366 "

Width of Entrance on Top ... 53 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

[805]

## INTIMATIONS

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of His EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE promoted by the above will be held (by kind permission of the Commandant and Officers of the Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, Oct. 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents, 4 P.M. VARIETY ENTERTAINMENT, (arranged by Miss ELLA ROWE).

6.15 P.M. "A Pair of Lumties" (Caste—Mrs. WORTHINGTON and Captain BAIRD, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst Various Local Charities for Children; and the Hongkong Cot in the M. C. L. Home at Otterclaw Surrey.

No Chits Taken. Hongkong, 19th October, 1909. [1321]

YUEH-HAN RAILWAY CO. LIMITED

NOTICE.

TENDERS are invited for the Supply of 50,000 ft. B.M. 3" by 12" by 16" to 32 ft. Oregon Pine Planks. Quality to be strictly No. 1 merchantable and full size and a certificate from the Pacific Lumber Inspection Bureau, Incorporated, to accompany every shipment.

Delivery c.i.f. Wanchai Railway Wharf, one half of the quantity to be delivered in two weeks and the remaining half in six weeks from receipt of order. Customs duty not included.

Tenders must be in Hongkong currency accompanied by \$500, and will be opened in the Railway Head Office, Canton, on FRIDAY, the 29th of October, 1909, at 2 P.M.

The Railway Co. reserves the right to accept any tender or none whatever.

YUEH-HAN RAILWAY CO., LTD. Canton, 18th October, 1909. [1350]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Seaman is eligible for Membership.

DAVID WOOD, Hon. Secretary, Hongkong, 7th September, 1909. [1174]

POSITION WANTED.

By a FOREIGNER, able to speak English and Chinese, as STORE-KEEPER, OVERSEER or GODOWN-KEEPER, having had previous experience. Good references, and guarantee can be given for a good sum. Thoroughly honest.

Apply by letter to—

R. A. H., Care of "Daily Press" Office, Hongkong, 23rd October, 1909. [1332]

TO LET

TO BE LET.

SPACIOUS GODOWN, Ground Floor of No. 47, Kennedy Town, West Point. Bright and Well Ventilated. Immediate Possession.

For further particulars, apply to—

JESSEN & Co., Hongkong, 14th October, 1909. [1308]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co., Hongkong, 20th September, 1909. [911]

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON, Alexandra Buildings, Hongkong, 6th September, 1909. [1171]

TO LET.

HOUSE, No. 60, HOLLYWOOD ROAD, corner of Peel Street, having a Good View of the Harbour. Water and Gas laid on. Apply on the Premises, Second Floor.

Hongkong, 25th October, 1909. [1344]

TO LET IN A FEW DAYS.

A BRIGHT and AIRY BEDROOM in a Well-appointed House with Front Verandah and Good View. Bath-room and possibly a Smaller Room if required.

Apply to—

Care of "Daily Press" Office, Hongkong, 27th October, 1909. [1348]

TO LET.

IN Canton, from the 1st November, two SEMI-DETACHED HOUSES, each containing Eight Rooms with Back Yards and Servants' Quarters, on Shamen Island, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—

DAVID SASSOON & Co., Ltd. Hongkong, 4th October, 1909. [1274]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 23rd October, 1909. [1340]

TO LET.

N.O. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE, 9, Peddar's Hill, Hongkong, 14th August, 1909. [1073]

MODREENAGH.

DWELLING HOUSE To Let at PEAK, partly furnished.

Apply to—

JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1909. [1325]

## TO LET

TO LET.

N.O. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 7th July, 1909. [936]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 51, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1909. [98]

TO LET.

A Suite of 3 ROOMS on Third Floor of "Hotel Mansions" with use of two Bath Rooms, suitable for Offices or Living Rooms. From 1st November next.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 30th September, 1909. [1258]

TO LET.

DUNHAVEN, 33, ROBINSON ROAD, 52, CAINE ROAD.

Apply to—

HO YI MING, 81, Queen's Road Central, Hongkong, 7th September, 1909. [1177]

TO LET.

HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE, OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDING, No. 15B, Des Voeux Road near the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1909. [97]

TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, OFFICES and GODOWNS.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in MORETON TERRACE.

Wyndham Street.

DAVID SASSOON & Co., Ltd. Hongkong, 15th September, 1909. [1054]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shanks Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton Kowloon Railway.

The SYRRE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 5, CAMERON VILLAS (No. 57 Peak), Repaired, Painted and Colorwashed.

No. 25, SHELLEY STREET (new House), GODOWNS in DUNDAS STREET.

HOUSES in BEILHOS TERRACE, Robinson Road, newly painted and colorwashed, exceptionally cheap rentals.

FOR SALE—Tobacco, at Peak, commanding a magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 25th October, 1909. [100]

TO LET.

N.O. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to—

MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1909. [818]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—

CHATER & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [264]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap King's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

## BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,575,000

RESERVE LIABILITIES OF PROPERTIES £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3



## NOTICES TO CONSIGNEES

FROM EUROPE.

## THE H.A.L. Steamship

**"BRISGAVIA,"**  
Captain Schwinghammer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 28th inst. at 5 P.M.

No Fire Insurance will be effected by us in any case whatever.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 22nd October, 1909. [1334]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

## THE Company's Steamship

**"AUSTRIA,"**  
having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 31st inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st inst. will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIEBER & Co., Agents.**  
Hongkong, 25th October, 1909. [3]

S.S. "ARMAND BEHIC."  
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or Calcutta, "Corcoran," and "Charente," from Calcutta, "Charente," from Bordeaux or Calcutta, "Villedu Danique," in connection with above steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after MONDAY, the 1st Nov., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Nov., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 1st Nov., at 3 P.M.

No Fire Insurance has been effected.

**P. DE CHAMPORIN,**  
Agent.  
Hongkong, 25th October, 1909. [2]

## THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

## STEAMSHIP "KUMERIC."

FROM TACOMA, SEATTLE, VAN COUVER, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & Co., Ltd., Agents.**  
Hongkong, 25th October, 1909. [8]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

## THORNE'S OLD VAT



## SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & Co., Ltd.**  
1033

## DR. COOK'S STORY.

## PROGRESS TO THE POLE.

HARDSHIPS ON THE ICE.

The following is a continuation of Dr. Cook's narrative in the *New York Herald*:—  
The ice about was much disturbed. Numerous black lines of water opened on every side, from which oozed jets of frosty steam. The great difference between the temperature of the sea and that of the air made a contrast of 76 degs. and the open spots of water appeared to be boiling.

Anxious as we were to move along away from the troubled angle of ice, our usual breakfast was simplified. Melting some snow, we poured down the icy liquid as an eye-opener, and then began at a 100-boulder of pemican. But with cold fingers and blue lips and no possible shelter, the stuff was unusually hard to warm up. The sleds were prepared and under the last the dogs jumped into harness with a bound. Our pemican, somewhat reduced with an axe, was ground under the molar as we went along. The teeth were thus kept from chattering and the stomach was fired with durable fuel.

As we advanced the ice improved to some extent. With a little search a safe crossing was found over all of the new crevices. Though a strong westerly wind carried piercing cold, good progress was made, but we were not allowed to forget at any time that we were invading the forbidden domains of the Polar environment. In starting before the end of the winter night, and camping on the open icefields in the long northward march, we had first accustomed our eyes to frigid darkness, and then to a perpetual glitter with shivers.

TORTURES OF THE COLD.

This proved to be the coldest season of the year. We should have been hardened to all kinds of Arctic torment, but man only gains that advantage when the pulse ceases to beat. Far from land, far from other life, there is nothing to arouse the warming spirit. Along the land there had been cats and gales, inspiring not trust even in the dark days and nights, but here the frigid world was felt at its worst. The wind, which came persistently from the west, was now strong, now feeble, but always sharp. It inflicted pain to which we never became accustomed.

The kind of torture most felt in this wind and the humid air of the Arctic pack was the "picturesque mask of ice about the face." Every bit of exposed moisture condensed and froze either to the facial hair or the line of forehead about the hood. It made comical caricatures of faces. Frequent turns in this course brought both sides to the wind, and arranged a line of icicles from every hair offering a convenient nucleus. These lines of crystal offered a pleasing dash of light colour as we looked at each other, but they did not afford much amusement to the individual exhibiting them. Such hairs as had not been pulled from the lips and chin were first weighted. Then the wind carried the breath to the long hair with which we protected our heads, and left it a mass of hanging frost. Accumulated moisture from the eyes coated the eyelashes and brows, and the humidity escaping about the forehead left a crescent of snow above, while that escaping under the chin, combined with the falling rain, made a semi-circle of ice. The most uncomfortable icicles, however, were those formed on the coarse hair within the nostrils. It is to freeze the face from this kind of incrustation, that the Eskimos pull the facial hair out by the roots; hence the real poverty of mountaineers and bears.

LATITUDE 84 DEG. 24 MIN.

During two days of chilly bluster the sleds were forced along with encouraging results, and on the evening of March 26, with the pedometer and other methods of dead-reckoning for position, we were placed at latitude 84 deg. 24 min., longitude 96 deg. 53 min. The western horizon remained persistently disturbed. A brisk storm, it seemed, was gathering, but it was a long time coming seaward. On the evening of the 26th we prepared for a blizzard, and built an igloo to be cleared by a good blow on the morrow and afford us a day of rest. The long, steady marches, without time for recuperation, had begun to check our enthusiasm. In the daily monotony of hardship we had learned to appreciate more and more the joy of the sleeping-bag. It was the only animal comfort which afforded relief to our life of frigid, and with it we tried to force upon the weary body in the long marches a pleasing anticipation.

In the evening after blocks of snow had wallowed a dome in which we could breathe the quiet air, the blue flame lamp sang notes of gas-tromonical delights. A heaven-given drink of ice-water was first indulged in to quench the chronic thirst. Then the process of disrobing began—one at a time, for there was not room for all to act at once. The fur-stuffed boots were pulled off, and the bearskin pants were stripped. Then half of the body was quickly pushed into a bag. A brick of pemican was next taken out and the feet were set to gnawing on this bonelike substance. The appetite was always large, but half a pound of cold, withered beef and tallow chafed the hungry man's thoughts effectually.

SLEEPING-BAG'S JOYS.

Tea, an hour in making, was now ready. We rose on the elbows to take it. Under the influence of the warm drink the fur coat, with its mask of ice, was removed. Next the shirt, its ring of ice about the waist, came off, giving the last sense of shivers. Pushing farther into the bag, the hood was pulled over the face, and we were lost to the world of ice. The warm sense of mental and physical pleasure which followed was an interesting study. The movement of others, the stinging of the air, the noise of the torturing winds, the blinding rays of the heatless sun, the pains of the driving snows, all the bitter elements were absent, and the mind, freed of the agitation of frost, wandered to home and better times. Under these peculiar circumstances there comes a pleasing sense with the touch of one's own warm skin, while the companionship of arms and legs, freed of their cumbersome furs, makes a new discovery in the art of getting next to one's self.

On March 27 it blew half a gale at night, but at noon on the following day the wind ceased. A bright sun and rising temperature were too tempting to remain quiescent, and though the West was still darkened by threatening clouds, the dogs were put to the sleds, and off they went among windswept hummocks. We had not gone many miles before the first rush of the storm struck us. Throwing ourselves over the sleds, we waited the passing of the blast. There was no suitable snow near with which to begin the erection of shelter, but a few miles northward was a promising area for a camp. To this we hoped to take ourselves after a few moments' rest.

GOOD PROGRESS.

The signal soon spurted its force, and in the wind which followed good progress was made without suffering severely. The temperature was minus 41 deg. Fahr. and the barometer 29.05. Once in moving order, the drivers required very little encouragement to prolong the effort to a fair day's march in spite of the weather. As the

sun settled in the Western gloom, the wind increased. Its fury forced us into camp before the gloom was finished. The steady, rasping wind brushed the hummocks of piled-up snow into large dunes, like the sands of home shores. Our snow-house was not cemented with water. The tone of the wind did not seem to indicate danger, and, furthermore, we were beginning to realise the great need of fuel economy. We therefore did not deem it prudent to use our oil for fire to melt snow, except to quench the thirst. Not particularly anxious about the outcome of the storm, with senses blunted by overwork and benumbed with cold, we sought the comfort of the sleeping-bags.

## ARMS AND THE MAN.

HOW TO BE AS BRAVY AS THE VILLAGE BLACKSMITH.

The smith, a mighty man is he,  
With large and sinewy hands;  
And the muscles of his brawny arms  
Are strong as iron bands.

Longfellow's song of the village blacksmith calls up a vision of a man with whom we all sympathize—whom we all love. He is a man in the full vigor and bloom of manhood; a man fit for his work; who takes up his daily task with resolution; who, because of his strength of body and arm, fears nothing; whose heart is of oak; who, by his own strong right arm, gets himself the victory.

His arm shows no weak lines—nothing feminine. There is no lack of purpose in his honest frame. There is no hesitation on his face; rather is he willing and able, by the might of his sturdy arms, to perform whatever task the day may bring.

Strong arms give a man faith; and they inspire faith. Master, choosing their men, choose those with the sturdy, sure, powerful limbs that look ready for anything, and maids look for strong arms to protect them.

Who knows when there may not be need for the strong right arm? The waves break over the ship, hurl her high into the air, then deep down into the abyss. What blessings now fall on the sturdy crew with arms of brawn and giant's strength, as they swing the lifeboat through the surf! To those in peril the strong arms are as a haven of refuge.

Or a horse goes mad, takes the bit in his teeth, and gallops wildly down the street. Strong arms are needed here. Or there is an accident down the coal-pit. Or the fire brigade is crying for volunteers. Or a man has fallen to the bottom of a well. So the world wags—and always the strong arm is called for. When you slip on the rung of a ladder, fall twenty feet, and crush your right arm beneath you, then you know what a useful member the arm was. That crushed arm, now useless, would seem to be the one part of your body that you always neglect.

THE ARM WONDERFUL.

The doctor setting your broken bones, opens your eyes to the arm's beauty and worth. He tells you of its hinges and joints and double-joints and ball-sockets, how the rounded head of one part is made to fit smoothly and evenly without friction into that of another, how freely the head of the humerus turns, yet how closely it works in the glenoid cavity of the scapula, the shoulder-bone. He tells you of the great muscles, the deltoid, the triceps, the biceps, and the forearm, and how they bring into play all the minor muscles of the arm and hand; and he is likely to tell you that you have not given your arms in the past enough exercise.

For the muscles make exercise, and ever more exercise, if the arm is to become a strong arm, with a beauty of outline equal to that of our friend the village blacksmith's. Exercise they demand, so that new blood may be pumped into them, and the waste matter or broken-down tissue may be drawn away in the return flow. It is blood that fringes the muscles. The action of new blood, set flowing by the rhythm of exercise, toughens and strengthens the fibrous texture, and the muscles become stronger and more resilient. Blood is to the muscles what soft rain is to the warm, dry earth.

Who is prouder than the man with the big biceps as he comes forth from his dressing-tent in view of a large field waiting for sport to begin? Who with a thin, bony arm cares to be stripped in public and face the questioning eyes that will be raven over his person?

He of the big bicep feels himself the lion of the pack; his great muscle swells and rises again in its pride. He warms it up, he flexes and relaxes it in the face of the crowd, and the crowd, seeing the bicep, counts on him to bring victory to the tug, to win his blue, or cross the tape. Much virtue there is in a big bicep.

And we may all have big biceps—and big triceps—and great, big forearms. It is a question of exercise, and of the right exercise, at the right time, with the right dumb-bells, done with spirit, as though it were meant to be carried through. Six months of exercise, and any one of us may taste the joy of knowing that big muscles are rippling beneath the coat-sleeve, muscles as strong as iron bands, and ready for anything.

Now, the great beauty of taking an interest in arm-culture is that you are certain to extend the interest to other parts of your frame, divine or otherwise. Having made your arm strong, the right time, with the right dumb-bells, done with spirit, as though it were meant to be carried through. Six months of exercise, and any one of us may taste the joy of knowing that big muscles are rippling beneath the coat-sleeve, muscles as strong as iron bands, and ready for anything.

Not far off of twenty applicants for the Service, civil or military, was mustered when the doctor or the recruiting sergeant runs the tape round their chests. And fifteen out of twenty men and youths who are turned away because of narrow chests fail to reach the standard, not by an inch or two, but by many inches.

Let the mighty chest, like the brawny arm, may be built up. When built up, it means greater power and better health. For cramped lungs in a small chest mean small power to resist disease. To be healthy, the human body must have a generous supply of oxygen, only to be obtained through the lungs, and the lungs can only work properly in a roomy chest.

Deep breathing is the chief of all chest exercises. It causes the inter-costal muscles to pull up and widen the ribs, and when the ribs are raised they in turn push out the breast bone in front, and so the cavity of the chest is enlarged. And it is deep breathing that breathes those white and red corpuscles which fight disease germs and purify the thick, crimson blood so that it runs, bright and pure, through the veins.

Add inches to your chest and you add years to your life.—M. W. in the *Daily Mail*.

## LIFE'S MISTAKES.

A JUDGE'S STRIKING LAY SERMON.

One of the most remarkable and delightful lay sermons that have been listened to for a long time by a secular audience was delivered recently by his honour, Judge Rantoul, before the Bartholomew Club, at Anderson's Hotel, London. The club itself is composed largely of City trades-folk, and as it was "ladies' night" there were wives and daughters helping to brighten an already crowded hall.

As might have been expected, Judge Rantoul's address, which he entitled "The Fourteen Mistakes of Life," was full of humour and good stories; but its most remarkable characteristic was the earnest frankness, humbleness, and sincerity with which the learned judge unfolded "code of life," based on his own ripe experience.

Here are "The Fourteen Mistakes of Life" in due order:—

1. To set up our own standard of right and wrong; and to expect everyone to conform to it.
2. To try to measure the enjoyment of others by our own.
3. To expect uniformity of opinion in this youth.
4. To look for judgment and experience in youth.
5. To endeavour to mould all dispositions alike.
6. Not to yield in unimportant trifles.
7. To look for perfection in our own actions.
8. To worry ourselves and others about what cannot be remedied.
9. Not to alleviate all the suffering that we can.
10. Not to make allowances for things in life that seem to unfit them for success in life.
11. To consider anything impossible that we cannot ourselves perform.
12. To believe only what our finite minds can grasp.
13. To live as if the moment would last for ever.
14. To estimate people by their nationality, or by any outside quality.

Each of these golden "don'ts" Judge Rantoul illustrated with a wealth of proverb and anecdote and epigram. One may just snatch a few at random.

"The greatest bore in life is the man who thrusts his own pleasures upon you. Telling of our own exploits is one of the meanest forms of this."

"Bigotry has bathed the Churches in the blood of the martyrs. All the beauty in the world is the result of lack of uniformity."

"Let youth buy experience. Unbought experience is as worthless as an unfed lawyer."

"Hardly a single great man has won distinction in the work he father intended for him."

"The greatest men have been the most conspicuous 'screws' to use a horsey metaphor. James Watt was idle; Byron mad; Wordsworth naive; Johnson bigoted; Rousseau foolish to the point of folly; Napoleon a slave to superstition."

"The man who is not just to your fancy is not necessarily a Judas."

These and other apothegms of kindness were heard with eager attention, and a subsequent discussion showed that they had been fully marked, learned, and digested by listeners of both sexes.

## MISS HARRIMAN'S MARRIAGE.

AN AMERICAN ALLIANCE.

Miss Mary Harriman, daughter of the late railroad king, who shortly be married to Mr. Robert Goetz. This alliance will unite two great fortunes. One of the reasons for her late marriage was the great estate on the Hudson a few weeks ago and the employment of thousands of workers, for that purpose was the forthcoming marriage, but Mr. Harriman's illness took a dangerous turn, and the arrangements for an elaborate wedding on the picturesque mountain of Arden, then in contemplation, were necessarily dropped.

American Society, one reads, smiles upon the forthcoming nuptials, because in recent years it has been the fashion for rich American girls to transport their fortune to Europe, to enrich some impoverished nobleman, and this practice exasperated many patriots, who have been urging the legislature to 'tax all dowries exported to foreign shores. "This will be the second Harriman girl," says the *New York America*, "who has patriotically united herself and her fortune. Miss Mary Harriman's sister Cornelia is the wife of Mr. Robert Gerry, of New York. The Harrimans, though, were always staunchly American, and wonderfully so. Both girls were chosen wisely and well, and no doubt Miss Carol, the third and last daughter, will do exactly the same when she is a little older."

Other newspapers comment in a similar vein, and several refer to Anglo-American marriages as a frequent cause of matrimonial misfortune. Mr. Goetz—everybody calls him Bobby Goetz—has great wealth. His mother was a Miss Warren, sister of Whitney and Lloyd Warren. When her husband died a few years ago he left her "Bobby" a fortune of about \$2,000,000, but it is more than that now, because it is in New York real estate, which naturally has enhanced in value.

**MARTIN'S APOL STEEL PILLS**  
A French Remedy for all Rheumatism, Gout, Gravel, Sciatica, Neuralgia, Headache, Backache, Stiffness of Joints, etc. It is the only medicine that cures these ailments without any harm to the system. It is sold in all chemists' and druggists' shops.

**MARTIN'S APOL STEEL PILLS**  
LOW EXCHANGE. GENTLEMEN, ATTENTION PLEASE! JUST UNPACKED. FINE SILK AND WOOLLEN FLANNEL.

**THE "ORAFANA" make Woolen Socks, Black, Tau, Plain and Ribbed, Wear-Resisting Vital Parts, Extra Spliced, absolutely Seamless.**

Guaranteed Unshrinkable. Pump Shoes and Socks, Suspenders. Also Silk Lisle Socks, &c., &c.

**HOOSAIN-ALI & Co.,**  
14, Queen's Road Central.  
Hongkong, 25th October, 1909. [41]

ON SALE.  
**BOUND VOLUMES of the HONGKONG WEEKLY PRESS.** January to June, 1909. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 9th August, 1909

## PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

**WHAT ARE THESE BONDS?**  
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

**EASY PAYMENTS.**  
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.  
**MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).**

## PASSENGER SEASON 1910.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

Tons. Regd.

**"PRINCESS ALICE"** - 10,911 - ON MARCH 23RD.  
Capt. P. GROSCH.

**"KLEIST"** - 9,000 - ON APRIL 6TH.  
Capt. O. PARNKE.

**"PRINZ LUDWIG"** - 9,630 - ON APRIL 20TH.  
Capt. F. V. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended,  
For Particulars, apply to

**MELCHERS & Co.,**  
GENERAL AGENTS.

[2236]

## SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

## SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Korea Maru" and the S.S. "Saikyo Maru" (2,877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen ( " )	Saturday	Monday or Tuesday	
Lv. — " "	" "	Friday	" "
Lv. — Mukden " "	" "	" "	" "
Lv. — " "	" "	" "	" "
Lv. — Changchun " "	Monday	Wednesday	Saturday
Lv. — " "	" "	" "	" "
Lv. — Harbin " "	" "	" "	" "
Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Pet'g.			
SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday
Arrive—Changchun ( " )	6 p.m.	" "	" "
Lv. — " "	" "	" "	" "
Lv. — Mukden " "	2.10 a.m.	Wednesday	Friday
Lv. — " "	2.30 a.m.	" "	" "
Lv. — Dairen " "	12.30 p.m.	" "	" "
Lv. — Shanghai (Steamer)	afternoon.	Friday	Sunday
Lv. — " "	" "	" "	Tuesday
*Russian Train time is 23 minutes earlier than S. M. R. time.			

**TICKET AGENCIES**—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Add. "Yamato.")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

## FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

**SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.**

Tel. Add. "MANTEISU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

## FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

## JUST LANDED

A LARGE ASSORTMENT OF

LADIES' &amp; GENTS' BOOTS

&amp; SHOES.

## A. TACK &amp; CO.

PHOTO-SUPPLIES.

26, DES VUEX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

## BETTER THAN COPAIBA! MATICO

GRIMAULT &amp; Co. CHEMISTS, PARIS.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copiba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the chronic diseases.

## CURE FOR ASTHMA

GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from OPPRESSION in breathing, HOARSENESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY in EXPECTORATION.

Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of oppression across the chest.

GRIMAULT &amp; Co. PARIS

Sold by all chemists.

122-4



## SHIPPING.

**ARRIVALS.**  
**CHENAN**, British str., 1,350, Brown, 27th Oct.—Shanghai 24th Oct., General—Butterfield & Swire.  
**CHINHUA**, British str., 27th Oct.—Canton.  
**DEVANHA**, British str., 4,785, H. Powell, 27th Oct.—Bombay and Singapore 23rd Oct., Mails and General—P. & O. S. N. Co.  
**FRITHJOF**, Norwegian str., 891, O. Andersen, 26th Oct.—Happon and Hallow 24th Oct., Rice and General—Order.  
**GLORIOUS**, British str., 2,934, Wharfedale, 27th Oct.—Rangoon and Singapore 22nd Oct., General—Order.  
**JACOB DIEDERICHSEN**, German str., 633, A. Hansen, 27th Oct.—Happon and Hallow 25th October, General—Jensen & Co.  
**POONA**, British str., 4,878, A. F. Vine, R.N.R., 26th Oct.—London 18th Sept., and Singapore 21st October, General—P. & O. S. N. Co.  
**SANDANAN**, German str., 1,792, C. Wolf, 27th Oct.—Sourabaya and Polo Laut 18th October, Sugar—Butterfield & Swire.  
**SILVIA**, German str., 4,158, Porzelius, 27th Oct.—Hamburg 17th Sept. and Singapore 21st October, General—Hamburg-Amerika Linie.  
**SORHU MARU**, Japanese str., 1,119, T. Sugit, 27th Oct.—Anping and Swatow 26th Oct., General—Osaka Shosen Kaisha.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 27th October.  
**Arvalon**, German str., for Shanghai.  
**Glanfalloch**, British str., for Amoy.  
**Hongkong Maru**, Jap. str., for Moji.  
**Mackay**, German str., for Bangkok.  
**Pissanuk**, German str., for Bangkok.  
**Poona**, British str., for Takao.  
**Silvia**, German str., for Tokyo.  
**Thordis**, Norwegian str., for Swatow.

## DEPARTURES.

27th October.  
**CHINKIANG**, British str., for Canton.  
**CHIPSHING**, British str., for Weihaiwei.  
**HAINAN**, British str., for Swatow.  
**KALANG**, British str., for Canton.  
**LAERTES**, British str., for Saigon.  
**LORENS**, German str., for Swatow.  
**NIKKO MARU**, Japanese str., for Kobe.  
**TEAN**, British str., for Manila.  
**YUNNAN**, British str., for Shanghai.

## SHIPPING REPORTS.

The German str. *Silvia* reports: Rough turbulent sea and strong Southerly and West winds in the China Sea.  
 The German str. *Sandanan* reports: Picked up two Chinese fishermen of capsized junk, E.S.E. to S.W. wind off N.E. head Lama Island, 11 a.m. on the 27th inst.

## VESSELS IN DOCK.

October 27th.  
**ABERDEEN DOCK**—*On Lee*, *Lyndhurst*, *Sui On*, *Midside*, *Ben Thy*, *Osang*, *Sosha Maru*.  
**COSMOPOLITAN DOCK**—  
**TAIKOO DOCK**—*St. Enoch*, *Hupei*, *Szechuen*, *Asia*, *Changsha*.

## VESSELS ON THE BERTH



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR FIUME AND TRIESTE (DIRECT).**  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRITISH, to RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).

**THE Company's Steamship**  
 "AUSTRIA."  
 Captain Cobol, will be despatched as above TO-DAY, the 28th October, at 4 P.M.  
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to

**SANDER, WIELER & Co., Agents.**

Hongkong, 26th October, 1909. [3]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON**

**THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.**

**THE Steamship**  
 "DELHI."  
 Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 30th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MALWA," due in London on the 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. HEWETT, Superintendent.

Hongkong, 19th October, 1909. [1]

**REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).**

**PROPOSED SAILINGS FROM HONGKONG.**

**FOR NEW YORK.**  
 "GHAZEE" About 13th Nov.  
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 22nd October, 1909. [1129-1253]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SOMALI	Brit. str.	—	A. B. Cribbit, R.N.R.	P. & O. S. N. Co.	About 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Knaiss	HAMBURG-AMERICA LINE	On 2nd Nov.
HAYRE, ROTTERDAM & HAMBURG, &c.	BERGAVIA	Ger. str.	k. w.	Hildebrand	HAMBURG-AMERICA LINE	On 2nd Nov.
HAYRE, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERICA LINE	On 2nd Nov.
HAYRE, ROTTERDAM & HAMBURG, &c.	BRIGAVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 30th Nov.
HAYRE & HAMBURG via STRAITS, &c.	SILVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERICA LINE	On 30th Nov.
MARSEILLES, &c., via PORTS OF CALL.	SONGAMIA	Ger. str.	—	Bokhorn	MESSAGERIES MARITIMES	On 29th Dec.
MARSEILLES, HAYRE, COPENHAGEN, &c.	PEKING	Ger. str.	—	Bourge	MESSAGERIES MARITIMES	On 9th Nov., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	IYO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	Middle of Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WAKABA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 10th Nov., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 24th Nov., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	P. R. LUTFOLD	Ger. str.	—	H. Kirchner	MELCHERS & Co.	About 17th Nov.
TRIESTE, &c., via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	B. Cobol	MELCHERS & Co.	On 3rd Nov., at Noon.
NEW YORK	COULSDON	Brit. str.	—	Turnbull	SANDER, WIELER & Co.	To-day, at 4 P.M.
NEW YORK	GHAZEE	Brit. str.	—	Turnbull	ARNHOLD, KARBERG & Co.	On 30th inst.
BOSTON & NEW YORK	WYNERIC	Brit. str.	2 m.	J. Mathie	DODWELL & Co., Ltd.	About 13th Nov.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	J. Mathie	CANADIAN PACIFIC R. Co.	On 20th Nov.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	MONTEAGLE	Brit. str.	1 m.	M. Hagino	CANADIAN PACIFIC R. Co.	On 6th Nov., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	KAGA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 18th Nov.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	E. R. Hutchinson	NIPPON YUSEN KAISHA	On 21st Nov., at Noon.
TACOMA via SHANGHAI & JAPAN	HONGKONG MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	YAWATA MARU	Jap. str.	—	H. Raegener	NIPPON YUSEN KAISHA	On 24th Nov., at D'light
AUSTRALIAN PORTS via MANILA	COBLENT	Ger. str.	—	G. W. Bids	NIPPON YUSEN KAISHA	On 5th Nov., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 26th Nov., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 30th inst., at D'light
KOBE & YOKOHAMA	BIKKO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th Nov., at D'light
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	W. Winkler	NIPPON YUSEN KAISHA	On 24th Nov., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Jarriane	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TJILIWONG	Dut. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 6th Nov., at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	H. Powell	P. & O. S. N. Co.	About 29th inst.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	J. C. Richards	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	H. G. Walker	BUTTERFIELD & SWIRE	On 31st inst., at D'light
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	O. Fahnke	BUTTERFIELD & SWIRE	On 31st inst., at D'light
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	About 3rd Nov.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Girard	BUTTERFIELD & SWIRE	On 4th Nov., at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Salmer	BUTTERFIELD & SWIRE	On 7th Nov., at D'light
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	P. J. van Emmerick	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	K. Sugit	BUTTERFIELD & SWIRE	On 10th Nov.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Y. Kaburaki	BUTTERFIELD & SWIRE	On 17th Nov.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	E. J. Roach	BUTTERFIELD & SWIRE	On 31st inst., at 10 A.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Evans	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Hodgins	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 31st inst., at 10 A.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	R. W. Almon	BUTTERFIELD & SWIRE	On 2nd Nov., at 10 A.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Pannestier	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	On 2nd Nov., at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	C. Winkler	BUTTERFIELD & SWIRE	On 5th Nov., at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	F. Sembl	BUTTERFIELD & SWIRE	On 6th Nov., at Noon.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	R. Smith	BUTTERFIELD & SWIRE	On 2nd Nov., at 4 P.M.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Rose Core	BUTTERFIELD & SWIRE	Middle of Nov.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Pander	BUTTERFIELD & SWIRE	On 8th Nov.
YOKOHAMA & TIENTSIN	KWEIHOW	Brit. str.	1 m.	Pander	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 18th November.
AYMERIC	4,363	J. Boyd	On 16th December.
SUVERIC	6,232	S. Shotton	On 13th January.
OCEANO	4,657	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 16th October, 1909.

QUEEN'S BUILDINGS.

5

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR

STEAMERS

TO SAIL.

NAPLES, GENOA, ALGIERE, "PRINZ REG. LUTFOLD" {Wed'ay, 3rd

GIBRALTAR, SOUTHAMPTON, Capt. H. K. ROCHNER Nov., at Noon.

ANTWERP & HAMBURG

SHANGHAI, NAGASAKI, KOBE, "KLEIST" {About Wed'ay,

and YOKOHAMA Capt. O. PARNKE 3rd Nov., at Noon.

MANILA, YAT, NEWGUINEA, "COBLENT" {Friday, 5th

BRISBANE, SYDNEY and Capt. H. RAEGENER Nov., at D'light

MELBOURNE

KUDAT & SANDAKAN "BORNEO" {Middle of

Capt. F. SEMBELL November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd October, 1909. [5]

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPERESS OF CHINA" Sat., 6th Nov. "EMPERESS OF BRITAIN" Fri., 3rd Dec

"MONTEAGLE" Sunday, 21st Nov. "EMPERESS OF INDIA" Sat., 4th Dec.

"EMPERESS OF JAPAN" Sat., 1st Jan. "EMPERESS OF BRITAIN" Fri., 31st Dec.

"EMPERESS OF JAPAN" Sat., 1st Jan. "ALLAN LINE" Friday, 28th Jan.

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers "245" "245"

and 1st Class Railway "245" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya, opposite Blake Pier.

7

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ-CANAL.

FOURTHLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR

STEAMERS

TO SAIL.

SHANGHAI, KOBE & "ERNEST SIMONS" {On — Nov., P.M.

YOKOHAMA Capt. Girard

MARSEILLES VIA PORTS "TOURANE" {On 9th Nov.,

1 P.M.

MARSEILLES VIA PORTS "AF IAND BEHC" {On 23rd Nov.,

1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPORIN, AGENT,

Hongkong, 27th October, 1909. [2]

## VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship



# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 29th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 30th Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLES	SOMALI Capt. A. B. Cubitt, R.N.R.	About 3rd Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th October, 1909.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 28th Oct., 4 P.M.
AMOI and CHINKIANG	"HANGCHOW"	On 28th Oct., 4 P.M.
TSINGTAI, CHEFOO and NEWCHANG	"KWEIYANG"	On 29th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 31st Oct., 4 P.M.
MANILA	"TANING"	On 2nd Nov., 3 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 2nd Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 4th Nov., 4 P.M.
MANILA	"ZAMBANGA"	On 5th Nov., 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 5th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 6th Nov., 4 P.M.
SHANGHAI	"LINAN"	On 7th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.Z.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wossung.  
FARE INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.  
For Freight or Passage apply to—  
HONGKONG, 28th October, 1909.

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN" Capt. J. S. Roach	SWATOW, AMOI and FOOCHOW.	FRIDAY, 29th Oct., at 10 A.M.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 31st Oct., at 10 A.M.
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOI and FOOCHOW.	TUESDAY, 2nd Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 28th October, 1909.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"PEKING"	Middle of November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"CANTON"	Middle of December.

For Further Particulars apply to  
Hongkong, 16th October, 1909.MELOHERS & CO.,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Friday, 29th Oct., Noon.
MANILA	"LOONGSANG"	Friday, 29th Oct., 4 P.M.
SINGAPORE, SAMARANG and SOERABAYA	"ONSANG"	Saturday, 30th Oct., 4 P.M.
SHANGHAI	"WINGSANG"	Sunday, 31st Oct., 4 P.M.
SHANGHAI	"FOOKSANG"	Friday, 5th Nov., 3 P.M.
SHANGHAI	"YUENSANG"	Friday, 5th Nov., 4 P.M.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin and Newchwang Telephone No. 61.  
For Freight or Passage, apply to—  
HONGKONG, 28th October, 1909.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

## HAMBURG-AMERIKA LINIE PENINSULAR & ORIENTAL

HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SILVIA	1st Nov.
S.S. SUEVIA	17th Nov.
S.S. SENEGAMBIA	18th Nov.
S.S. SITHONIA	1st Dec.
S.S. SCANDIA	10th Dec.
S.S. BRASILIA	18th Dec.
S.S. SEGOVIA	28th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

### SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR:

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 28th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.  
TOYO KISEN KAISHA, Yok Building.  
[482]

Hongkong, 28th October, 1909.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU, Capt. T. Harrison	6,500	WEDNESDAY, 10th Nov., at Daylight.
PORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU, Capt. N. Nielsen	6,500	WEDNESDAY, 24th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	KAGA MARU, Capt. M. Hagino	8,000	TUESDAY, 9th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU, Capt. K. Kawara	6,500	TUESDAY, 7th Dec., at Noon.
SHANGHAI, MOJI, and KOBE	YAWATA MARU, Capt. T. Sekine	5,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 26th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO	MOYORI MARU, Capt. J. C. Richards	4,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christiansen	6,500	SATURDAY, 30th Oct., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	TOTOMI MARU, Capt. R. Smith	4,500	MONDAY, 6th Nov., at Noon.
KOBE and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer	9,000	SATURDAY, 20th Nov., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. W. Winkler	6,000	WEDNESDAY, 24th Nov., at Noon.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

### EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000-TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. E. Coe's)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. Sommer)	About Wed. 12th Jan.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 9th Febr.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,  
MANAGER. [15-93]  
Hongkong, 23rd October, 1909.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 30th Oct., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 6th Nov., Noon.

For Freight or Passage apply to  
HONGKONG, 22nd October, 1909.SHEWAN, TOMES & Co.,  
General Managers. [14]

## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERES OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East:—  
16, DES VUEUX ROAD, HONGKONG.Japan Office,  
14, WATSE STREET, YOKOHAMA.

### HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 11
ASSAYE	7500	CHINA	8000	March 25
DELIA	8000	MAIWA	11000	April 8
MACEDONIA	10500	(Through Steamer calling at BOMBAY)		April 22
DEVANHA	8000	MONGOLIA	10500	April 30
ASSAYE	8000	MARMORA	10500	May 6
DELTA	7500	MOREA	11000	May 20
DELHI	8000	MOOLTAN	10000	June 3
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):  
1st SALOON £71.10 SINGLE. £106.14 RETURN.  
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR  
LONDON.  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SYRIA	January	about 25 March
• SUMATRA	February	about 9 March
• NYANZA	February	23 April
• SUNDA	March	23 May
• MALTA	April	29 June
• SARDINIA	May	4 July
• NORE	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):  
1st SALOON £55.0 SINGLE. £82.10 RETURN.  
2nd " £39.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOI	"DALIEN MARU" Capt. Y. KUBURAKI	SUNDAY, 31st Oct., at 10 A.M.
ANPING via SWATOW, & AMOI	"SOSHU MARU" Capt. K. SUGI	SUNDAY, 31st Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.  
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

### COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeborough, at Reduced Rates. Large stock always on hand. Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [39]

### LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan".  
BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [1064]

### PRINTING

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